

ESTABLISHED 1784

Oldest Daily Newspaper in the United States and Best Advertising Medium in Northern Virginia.

# The Alexandria Gazette

Partly cloudy  
day; to-  
day; moder-  
ate to cool;  
wind.  
High tide tomorrow; 1:08 a. m.,  
1:45 p. m.

VOL. CXXXVIII—No. 204.

The Gateway to the South

ALEXANDRIA, VIRGINIA, MONDAY, AUGUST 28, 1922.

The Gateway to the South

PRICE TWO CENTS

## Future Of London Times Hangs On Northcliffe Wills

Second Will Which Leaves Control of Powerful Journal In Widow's Hands Is Contested On Ground Of Unsound Mind—Legal Battle Forecasted

(By United Press.)

London, Aug. 28.—The future of the London Times, the "Thunders" whose editorial policies have made and unmade governments, hangs on the decision of a court, called upon to decide the validity of two wills left by Viscount Northcliffe.

Dramatic interest in the situation grips the British political world no less than Fleet Street, for friends of Lloyd George are declared to be trying to buy the Times while half a dozen other powerful bidders are in the field.

The first will, dated March 22, 1910, while leaving a great portion of the Northcliffe properties to Viscountess Northcliffe, arranged for special disposition of the Times. The second left everything to the widow, who was named sole executrix.

This second will is contested on the grounds the publisher was of unsound mind shortly before his death. Lady Northcliffe on her part is contesting the first will. Brothers of Northcliffe, left out are contesting both wills.

A legal battle, revolving around a question of Northcliffe's mental condition at the time of his illness and death is promised.

## Reduced R. R. Fares Do Not Apply Below Alexandria

The Interstate Commerce Commission made public today a tentative report by Examiner W. H. Wagner on the complaint submitted by the Snowdon Civil School League against the Washington-Virginia Railway Company in which it was alleged that the establishment by the railway company effective January 1, last, of reduced round trip fares between Washington and Alexandria does not apply below Alexandria. In its complaint the league called upon the commission to provide round trip fares on the same basis below Alexandria as proposed between Alexandria and Washington.

In his report to the Commission Examiner Wagner states that this body should find that the fares protested and the 26 round trip tickets and the failure of the railway line to provide the same fares below Alexandria does not result in an unreasonable fare and charge. It is recommended that the complaint be dismissed.

## Look For Woman In Berger-Cline Shooting

(By United Press.)

Edgewater, N. J., Aug. 28.—"Find the woman," this was the order that went out today in the Berger-Cline "mivie duel" killing case.

Prosecutor A. C. Hart, who brands as a lie the tale of George Cline, movie director, that he slew John Berger, dare devil of the movies, in self-defense sought an eighteen year old blonde to clear up the mystery.

The girl, whose name was not disclosed is supposed to have been a witness of the Berger killing at the Cline home. According to Hart, who calls Berger's death "cold blooded and premeditated murder," the girl was in the Cline home at the time of the fatal shot, having come there in the company of Berger.

## Auto Skids Over Embankment

Wet Roads Result in Ditching of a Number of Machines

An automobile said to have been driven by J. W. Batty, 4422 Seventh street, Northwest, Washington, at 3 o'clock yesterday afternoon skidded while on Russell road at Lloyd and went down a steep embankment, then collided with a fence. Mr. Batty sustained a cut on the face and three women occupants of the car escaped injury. The car was only slightly damaged. The wet road caused the car to skid.

An automobile at Four-mile-run was considerably damaged last night when it skidded from the road. A number of other cars north of Alexandria were reported ditched as a result of wet roads.

A big touring car struck a Ford parked on the south side of King near Columbus street last night and the Ford started away of its own accord. After going a square the derelict car was captured and brought back to its owner.

## Bible Thought for Today

When the righteous are in authority, the people rejoice; but when the wicked bear rule, the people mourn.—Proverbs 29: 2.

## MAINTENANCE MEN ASK FOR WAGE INCREASE

Four Hundred Thousand Ask That Minimum Be Doubled

BEFORE LABOR BOARD

If Increase Is Granted to Maintenance Men, Other Unions Will Ask Raising of Wage Scale.

Chicago, Aug. 28.—The first step for a general increase of wages for all railroad employees was taken here today before the United States Railroad Labor Board.

Four hundred thousand maintenance of way men asked that their minimum wage be fixed at forty-eight cents an hour. The present minimum is twenty-three cents.

If the Labor Board grants a wage increase to the maintenance men other rail unions will immediately ask for a re-hearing of their wage scales.

In the mean time federal authorities were trying to link recent outbreaks—attempts to wreck trains, bombings and similar acts of violence—with the activity of radicals working among the striking shopmen.

Federal authorities declared they had information to indicate that "reds" had been active both at Gary where the Michigan Central's "Million Dollar Express" was wrecked, and at Roodhouse, Ill., where the Chicago and Alton was tied up by a walkout of trainmen.

W. G. Lee, president of the Railroad Trainmen has threatened to revoke the charter of his men at Roodhouse unless they return to work immediately.

Four men were held today in connection with the Gary wreck, according to police.

Charles Hulsos confessed that he with three companions pulled the trucks that sent the "Million Dollar Express" into a ditch, according to Chief Detective Mike Hughes.

The quartette were arrested here and later taken to Gary where they are being held pending further investigation. All four were members of the shop crafts union, police said.

Plans to bomb shops and sleeping quarters of non-union men and for the wrecking of a New York Central train were revealed by Hulsos, Hurphes said.

The men absolve the union from all blame. The reign of terror, they said, according to Hughes, who fostered by a small band of radicals and were active in spreading the doctrines of Soviet Russia among the workers.

Hulsos was taken by police to the scene of the wreck and described in detail how the spikes were pulled which sent the fast express into the ditch.

(Continued on Page Three)

## Ford's Plan to Close Plants Is To Prevent Profiteering

(By United Press.)

Washington, Aug. 28.—Advocates in Congress of legislation to check coal profiteering believe Henry Ford's announcement that his great plants will close September 16 was actuated partly by a desire on his part to arouse public opinion to such an extent that effective steps against rampant coal profiteering will be taken throughout the nation.

Ford has announced that he would not reopen his plants with the prevailing high price of coal even if he could obtain a sufficient quantity to keep his factories in operation.

The closing of the Ford plants, and the effect on scores of other industrial establishments supplying raw materials or manufactured products to the Detroit, has already brought home to members of Congress who have shown a tendency to oppose emergency fuel control legislation that prompt action of the nation this winter is not forced to go through one of the greatest "profiteering eras" in its history.

Word of Ford's step, which comes when other big business interest were reflecting an optimistic tone on its strike, was conveyed to members of President Harding's week end yacht party by wireless.

Rep. Brennan, Detroit, sent a radio message to Secretary of Commerce Hoover, pointing out the need for prompt action.

"I have no comment to make upon Mr. Ford's statement," Hoover replied by wireless. "Obviously the reason that we have recommended legislation both to Congress and the state of Michigan is to stop the profiteering that he justly complains of."

consequent curtailment of industries, including coal mines, is plentiful supply of skilled and unskilled labor. This condition is offset to some extent by great activities in canneries, about 800 of which are in full blast. There is also improvement in placement of domestic help. Building trades continue active."

## NEW COUNCIL TO BE SWORN IN FRIDAY

Oath Will Be Administered By Judge S. G. Brent

MEET AT NOON

Clerk D. R. Stansbury to Call Meeting to Order—Chairman to Be Chosen Will Serve as Mayor.

Promptly at noon Friday the new city council composed of five members will be sworn in, thereby doing away with the old form of city government. The oath to the members will be administered by Judge Samuel G. Brent of the circuit court.

The new city council will be called to order by D. R. Stansbury, clerk of the old city council. Immediately thereafter a report from the circuit court showing the result of the election held October 4, 1921, in favor of the new form of government will be read by the clerk.

A communication from the clerk of the corporation court certifying that at a general election held June 13, 1922, the following were elected members of the city council to serve under what is known as the council manager plan, will be read: W. Albert Smoot, T. J. Fannon, Arthur H. Bryant, Robert S. Jones and E. F. Ticer. After this is done the required oath will be administered by Judge Brent.

Following the taking of the oath the new council will organize with the selection of a chairman, and the chairman chosen will serve as mayor of the city.

Whether or not the name of the business manager for the city who will serve under the new form will be announced is not known at this time. Probably a number of communications will be read, and with this meeting all business pending before the old council will die and anything presented will come up as entirely new business. A date for its meetings will also be determined upon at this meeting of the council.

## DOPE MADE HIM STEAL PRISONER'S PLEA

Raymond Hittle Needed Morphine When He Purloined Stockings

Case Continued and Arrangements to Be Made to See If Accused Cannot Be Sent to Washington Asylum

A man giving the name of Raymond H. Hittle, arrested Saturday afternoon by Sergeant Wilkinson and Policeman Magner and Durrie, charged with the larceny of four pairs of ladies silk stockings from the store of Bendheim's incorporated, was arraigned today in the police court before Acting Police Justice A. B. Nicol. He entered a plea of guilty.

Subsequently through his attorney W. S. Snow the accused man stated to the court that he was a morphine fiend and Dr. Walter A. Warfield had the accused exhibit himself to the court showing the perforations caused as a result of the use of the needle. Dr. Warfield stated that he had to give him morphine Sunday and today and that the man was a nervous wreck.

The court, after Dr. Warfield said that if the man were sent to prison he would die, and that the only place for him was a hospital where he could be properly treated announced that it would hold the case in abeyance and see if arrangements could not be made with the Washington Asylum Hospital authorities to take the man for treatment.

A young woman with Hittle at the time, who was also taken in custody, was promptly acquitted, there being no evidence to implicate her with the affair.

The stockings were valued at \$3.49 a pair.

## Goethals To Be Fuel Administrator of New York

(By United Press.)

Abany, N. Y., Aug. 28.—Gen. Geo. W. Goethals, builder of the Panama Canal, probably will be appointed fuel administrator of New York State. He will have absolute authority over the hard coal situation in the state.

The legislature convenes tonight at Governor Miller's request, to empower him to appoint an administrator in the present emergency.

## STRONG OPPOSITION TO SEIZURE OF RAILROADS AND MINES IN CONGRESS

Big Four Conference Postponed

(By United Press.)

Cleveland, Aug. 28.—Postponement until tomorrow of the conference of "big four" chiefs and T. C. Cashen, president of the Switchmen's Union, to determine the future policy of the transportation men toward the shopmen's strike, was announced today by Warren S. Stone, grand chief of the Brotherhood of Locomotive Engineers.

This action was necessary, Stone said, because of the inability of L. E. Sheppard, president of the Order of Railroad Conductors, and Cashen to reach Cleveland.

W. G. Lee, president of the Brotherhood of the Railroad Trainmen, is against illegal walkouts and is insisting that his men adhere strictly to the laws of the Brotherhood.

He is supported by L. E. Sheppard, head of the Order of Railroad Conductors.

D. B. Robertson, president of the Brotherhood of Locomotive Firemen and Engineers, and Warren S. Stone, president of the Brotherhood of Locomotive Engineers have assumed a different attitude.

Stone and Robertson have told their men that where their lives were endangered they might remain away from work until the danger was removed.

## INTERVENTION IN MINE STRIKE IS NOT LIKELY

Believes Mine Strike Will Be Settled—Country Is Not Going On Wood Burning Basis

Obstacles in the path of a peaceful settlement of the anthracite miners' strike are clearing away rapidly. That there are only two controversial questions blocking complete settlement was declared by Senator Pepper, of Pennsylvania, today, following his return to the Capital after a week-end spent in conference with the miners and operators.

"I am very hopeful over the situation," Senator Pepper. "While it is too optimistic to say there will be a settlement within a day or two, I feel confident that the miners and operators will be able to get together and work out a solution."

Washington, Aug. 28.—Confidence that a settlement of the anthracite coal strike will be reached within a few days was expressed by an official spokesman at the White House today shortly after the return of President Harding from a week end cruise down the Potomac River with his "strike cabinet."

Optimism and a strong undercurrent of opposition in Congress to seizure of the mines or railroads at the present time, the impression prevailed that action on legislation empowering the executive to take the anthracite mines and some rail lines would be delayed.

It was pointed out that President Harding stated last week the legislation would not be pushed if a settlement of the anthracite strike was probable early this week.

This whole situation was gone over in detail on the Mayflower over the week-end in a conference between the President and Secretaries Hoover, Fall, and Daugherty, Senators Cummins and Kellogg, and Chairman Lasker, of the Shipping Board.

Steps will be taken through the Interstate Commerce Commission to insure that the coal stored in various sections of the country can be moved quickly to places where it is needed. Coal and other fuel will be given priority over every other commodity except food it was stated. It may even be necessary to cut down postal service and other lines of railroad carrying service in order that coal may be carried to the people of the country this winter.

There was no information made public as to the basis of the confidence that the anthracite strike soon would be ended, but it is believed that Senator Pepper and Secretary of Labor Davis, who have been endeavoring to bring the two factions together, both have forwarded optimistic assurances to the President.

Realizing that because of the history of a hard coal agreement, the great problem will be transportation, the administration it was officially stated, plans to concentrate its energy and effort toward the direction of transportation in the hope that all the coal mined can be promptly moved.

Philadelphia, Aug. 28.—The anthracite suspension will be settled without government intervention in the opinion of Senator George Wharton Pepper, Pennsylvania, who left early this morning for Washington follow-

President May Change His Plan of Asking For Special Legislation Along These Lines—Other Similar Legislation May Be Delayed

CONFUSION AS TO JUST WHAT IS WANTED

Powerful Pressure Being Exerted to Have Harding Refrain From Interfering With Railroad Strike At Least For The Present

(By United Press.)

Washington, Aug. 28.—An undercurrent of strong opposition to the passage at the present time of legislation empowering President Harding to seize and operate the anthracite coal mines and certain coal-carrying railroads whenever he deems such action necessary, appeared in Congress today.

This may cause the President to change his plan of asking for such legislation early this week unless the anthracite strike is settled.

It also became apparent today that other strike legislation, including the bill to create a federal commission to investigate the mining industry and the measure broadening the powers of the Interstate Commerce Commission so that it may prevent profiteering in coal from Interstate Commerce faces a stiff fight by a minority in both houses and its enactment probably will be delayed.

An air of confusion as to just what President Harding would do prevailed here early today among congressional leaders, government officials and representatives of the railroad and coal interests.

This may be cleared up on the return this morning of the executive and his strike cabinet—Attorney General Daugherty, Secretaries Hoover and Fall, Chairman Lasker of the Ship-

ing a three hour conference with Samuel D. Warner, spokesman for the operators.

"I believe the mine strike will be settled," Senator Pepper said after the conference. "It would be a very terrible thing for this country if two groups of citizens could not come to an agreement without the government taking action. This country is not going on a wood burning basis, and we are going to have coal."

Warner arrived in Philadelphia at 10:30 o'clock last night. He was met at the railroad station by Senator Pepper and the two went directly to Warner's office in the Lafayette Building.

Secretary of Labor Davis, reached here on the same train that brought Warner. He went to the Bellevue Stratford Hotel, where John L. Lewis, miners' chief has established headquarters. It could not be learned whether the miners' chief and Davis held a conference last night. Davis and Lewis held a long secret session here last Friday night and that Davis then took a train to Birmingham, where he met Warner Saturday.

Coal Loadings Increasing

Washington Aug. 28.—Loadings of coal totaled 21,866 cars on Friday, August 25, which was the largest number loaded in any one day since the strike of coal miners began on April 1, according to announcement of the Association of Railway Executives today. This exceeded by 2,823 the previous high mark which was reached on Monday, August 21, when 19,043 cars were loaded.

On the basis of loading for the first five days, it was estimated that total loading for last week would exceed 6,250,000 tons. Coal loadings of last Friday also exceeded by 6,226 cars the average daily loading during last June at which time no railway was in progress.

## THREE PRIMARIES TOMORROW CENTER OF POLITICAL STAGE

Washington, Aug. 28.—Three primaries Tuesday and preparation for the first of the general elections—that in Maine, September 11th—hold the center of the political stage this week. And, incidentally, the Maine election enters into the legislative situation in Congress. Numerous Senators and Congressmen have speaking dates in Maine this week and next, which fact coupled with the already reduced attendance in both houses, lessens the capacity for obtaining a fully representative judgment on the important measures pending for in prospect.

Of the three primaries—in California, Montana and South Carolina—interest centers primarily in the California affair, where Senator Hiram Johnson is running for re-nomination, opposed by Charles C. Moore, of San Francisco, president of the Panama-Pacific Exposition, a man of large affairs, and who has developed a tremendous backing. The fight against Johnson has divided the State of California into two big Republican camps, and a record primary vote is expected

ping Board, and Senators Cummins and Kellogg, from a week-end cruise down the Potomac river on the Mayflower.

The federal government has drawn up plans for seizure and operation of the mines and roads, subject to the approval of congress, and the Mayflower conferences may have determined under what conditions this program would be put into effect or what new moves shall be made in the critical strike situation.

Senator Pepper, upon his return from Philadelphia, where he has been conferring with leaders of the United Mine Workers and the anthracite operators in the hope of effecting a settlement, is expected to go over the entire situation with Mr. Harding. Pepper's belief that a settlement of the controversy can be reached also may be a factor in delaying seizure legislation despite the flat statements of Senators Cummins and Watson, that such a measure would be introduced early this week if peace were not established in the hard coal fields.

Administration officials continued to emphasize that in any event actual seizure would not come for some time. Mr. Harding was said to want seizure legislation enacted so that he could act later during a probable adjournment of congress, if he felt such a drastic step was necessary in the public interest.

Powerful pressure is being exerted on President Harding to refrain from interfering in the railroad strike until the railroad executives have had ample opportunity to demonstrate whether they can maintain adequate transportation.

Spoken for the railroad executives have let it be known to Administration leaders that they feel confident of winning the battle if the government maintains a hands-off policy.

The railroad executives represented by the "irreconcilable" eastern group believe that they can procure enough men to keep their rolling stock in condition to furnish efficient service and therefore are opposed to surrendering on seniority rights issue.

Chicago, Aug. 28.—The first step for a general increase in wages for all railroad employees was taken here today before the United States Railroad Labor Board.

Four hundred thousand maintenance of way men asked that their minimum wage be fixed at forty-eight cents an hour. The present minimum is twenty-three cents.

If the Labor Board grants a wage increase to the maintenance men other rail unions will immediately ask for a re-hearing of their wage scales.

In the meantime federal authorities were trying to link recent outbreaks—attempts to wreck trains, bombings and similar acts of violence—with the activity of radicals working among the striking shopmen.

Federal authorities declared they had information to indicate that "reds" had been active both at Gary, where the Michigan Central's "Million Dollar Express" was wrecked, and at Roodhouse, Ill., where the Chicago and Alton was tied up by a walkout of trainmen.

W. C. Lee, president of the Railroad Trainmen, has threatened to revoke the charter of his men at Roodhouse unless they return to work immediately.

There are some 500,000 registered Republicans in California, with about 500,000 registered Democrats and between 150,000 and 200,000 voters who have not stated their party preference. Johnson, who has been carrying on a vigorous personal campaign, is regarded as fighting as never before for his political future, but is expected, by nonpartisan observers, to win.

The Maine election, perhaps, commands the greater interest for two reasons:

1. The Republicans, wishing to make a clean sweep of their slate, from Senator Hale down, because of the psychological effect of this early election on the balance of the general election in November, are turning loose on Maine all their big speaking guns from both the House and Senate.

2. Because of both the number and personnel of the speakers the House and Senate between now and September 11th will be deprived of some of those votes which always can be counted upon to follow the administration.